

IN THE CLAIMS

Please amend the claims to read as follows:

Listing of Claims

1-20. (Canceled).

21. (Previously Presented) A method to assist the piloting of an aircraft in a non-precision approach during a landing phase, wherein a series of successive steps is carried out automatically, the series of steps comprising:

a) verifying, according to respective standards of operation, conditions relating to the correct functioning of a plurality of equipment of the aircraft and to the integrity and precision of measurements of parameters used for implementing the non-precision approach, based on information coming from the plurality of equipment;

b) selecting, on the basis of the verified conditions, one of a plurality of different non-precision approach categories; and

c) presenting the selected approach category on a display screen, wherein:
each non-precision approach category defines the approach mode or modes that are possible from among a plurality of approach modes including a plurality of assisted approach modes and a selected approach mode,

in step b) a first approach category is selected when the following conditions are verified simultaneously in step a):

two flight management computers of the aircraft are functioning correctly;

satellite positioning functions of two multimode landing assistance receivers of the aircraft are functioning correctly;

at least two inertial reference systems of the aircraft, integrating aerodynamic data, are functioning correctly;

at least one assisted approach mode function of at least one of the multimode landing assistance receivers is functioning correctly;

an altitude value of the aircraft has a precision that is greater than a predetermined value;

the integrity and precision of a position value of the aircraft are achieved; and

a position of the aircraft, calculated by at least one of the flight management computers, and a position of the aircraft, received from a satellite positioning system, are consistent, and

if the selected approach category is the first approach category, a pilot may choose any one of the various possible assisted approach modes as the approach mode for landing the aircraft.

22. (Previously Presented) The method of claim 21, wherein the conditions verified in step a) include:

verifying the correct functioning of an assisted approach mode function of each of the two multimode landing assistance receivers;

verifying the correct functioning of each of three inertial reference systems, which integrate aerodynamic data;

verifying the correct functioning of an attitude and direction indicator of the aircraft; or
verifying the uncertainty of the position value of the aircraft.

23. (Previously Presented) The method of claim 21, wherein step a) further comprises
verifying, according to a standard of operation, the correct functioning of an automatic pilot of
the aircraft.

24. (Previously Presented) The method of claim 21, wherein the method is performed by
a device of the aircraft.

25-38. (Canceled).